

# **Project Completion Abstract**

## **For Environmental Maintenance Projects (Roads Activity Area)**

### ***Richie Plateau, Raft River Watershed, Headwaters Forest District***

#### **Objectives of the overall project**

The objective of environmental maintenance on non-status roads in the Richie plateau project area was to restore natural drainage patterns and reduce sediment generated by the road system. Values at risk include local water quality, downstream fish habitat including spawning areas for sockeye salmon, downslope and downstream road infrastructure, and forest resources. Pre work road risk levels based on overview risk analysis ranged from moderate to high. The area is not in a community watershed.

#### **FIA Investment Schedule Number and Project Number**

FIA Investment Schedule SOTSA119023. Project 9023001

#### **Recipient Name and Division/ MoF District/ MoF Region**

Canadian Forest Products Ltd., Vavenby Division/Headwaters District/Southern Interior Region

#### **Author(s) of the Project Completion Abstract**

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#### **Name of Watershed / Sub-basin, & Location**

Raft River watershed, Richie plateau accessed by Road 9 and Raft-Kowalski FSR. Centre of the project area is at:

51°55'57" N, 119°36'57" W

#### **Introduction**

Roads treated as part of this project were determined through overview analysis to be moderate or high risk with respect to resources at stake. Priority roads were constructed between the early 1970's and mid-1980's. Environmental maintenance was prescribed to address issues on approximately 7.0 km road but only 4.3 km were completed in 2009. A late project start date and early snowfall limited production. Hazards included failed or failing drainage structures including two major road washouts on S5 channels, uncontrolled drainage, ditch diversions and scour, and

sediment input to streams. None of the roads prescribed are on or above Class IV or V terrain, and no similar treatments had been applied.

#### **Environmental Maintenance Project Plan (Roads Activity Area) or Prescriptions (Terrestrial Activity Area)**

Priority roads were identified in both overview and field-based risk analysis reports. Moderate to high risk roads were treated as described above. Prescriptions were prepared by a qualified registered professional for all environmental maintenance work.

Typical treatments include: light brushing to access the work sites, cross-ditching to restore disturbed or altered drainage, culvert back-ups to control drainage in the event of culvert failure, stream restorations where major culverts had failed resulting in washout, and hand seeding of all exposed soils post-treatment. Fish were not present at or near to any roads treated as part of this project.

#### **Description of Completed Works**

Work began on October 20, 2009 but was cut short by heavy snow on October 30, 2009. Approximately 4.6 km of road was treated from a total of 7.0 km prescribed. Good four-wheel drive access has been provided through all treatment sites as per approved access management plans.

#### **Suggestions for Improvement**

Brushing was required on approximately 20 km of Forest Service Road to provide safe access to FIA eligible treatment sites. The full brushing treatment on an FSR was considered ineligible for FIA funding by program administrators, despite the fact that the FIA program was in this case the sole user of the road and therefore responsible for maintenance and safety related obligations as defined in the Forest and Range Practices Act<sup>1</sup>, and Workers Compensation Board, Occupational Health and Safety

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<http://www.for.gov.bc.ca/tasb/legsregs/frpa/frpa/frpatoc.htm>

regulation<sup>2</sup>. Instead, the bare minimum required to achieve four-wheel drive access was recommended. Despite best efforts the condition of the FSR post access was still poor, low bed access was not possible, site lines were limited by brush, and access was slow.

Opportunities for improvement exist in this case where FIA is the sole road user on an old Forest Service Road and maintenance is required to gain access to FIA eligible works beyond. Treatment should be eligible for maintenance and safety related reasons. If not, the existing FIA policy makes work in remote locations difficult and unsafe where often the most serious non-status road related problems exist.

### Cost Summary Information

Project management:	\$464.75
Supervision and reporting:	\$4,979.26
Works:	\$13,785.00
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Total:	\$19,229.01

### Photographs:



**Photo 1.** Snow received at the work site after project start-up.

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<http://www2.worksafefbc.com/publications/OHSRegulation/Home.asp>